## DENATOR FOLGER'S SPEECH ON THE NEW-YORK CENTRAL FARE

We present some extracts from Mr. Folger's elaborate argument in the Committee of the Whole of of companies and the Legislature, and to that point notes the following testimony from Judge Paige, one

the counsel for the Company:
"The thirteen different companies which have be cents a mile, and leas

And then proceeds:

But I change to have further information upon the bloct. An able predecessor of the accomplished Sen of from the XXIIa District (Mr. White) informed m tation sot, by which it reached its present form. It we sanging in the balances. It was deabtful whether the all would pass the Sernite and become a law. These operations were here pressing for the law, but a see are now here, in their combined corporate form cashing for the passage of this bill. Different Sem ors resisted it. They thought—and wisely thought—at the operation—practically a monopoly—which the opic could not resist, and with which these could be competition for way travel—that by the law would be competition for way travel—that by the law would settledly be acquired the sole route and right of well and of carrying passengers between Buffulo and barry, and intermediate points, and that having such awar, the people could not resist it or its exactions, they what they might. These Senators act here and sted any act of consolidation, for these reasons. Senator to whom I aliade (Mr. James Munroe of indexa) consulted with John Wilkinson of Syracuse, of the most sagacious railroad managers who has in this State, and select the same and managers who has

be they what they highed. These constitutes any act acre along resisted any act of consolidation, for these reasons. The Senator to whom I allude (Mr. James Minres of Oncodega) consulted with John Wilkinson of Syracuse, one of the most segacious relirond managers who has lived in this State, and asked blir, upon his honor and as the roult of his experience in the management of one of these corporations, at what rate per mile the combined corporation could carry passengers and make a paying profit. Mr. Wilkinson informed him that two cents per mile was an ample remaineration. Then Mr. Mouroe draffed the seventh section of the consolidation act, which is in these words:

SECTION 7. When any two or more of the rallread company small carry way passengers on their rould at a rate not to exceed two cents per mile.

And said to those petitioners for the bill, and to the friends of the measure, if you will take this restriction in the bill, the measure will receive our votes, and not otherwise. As I understand, the bill could not have become a law without the votes of Mr. Murros and of those who thought and acted with him. Nor, as I understand, was this seventh section a proposition hastily made, in the progress of debate, and accepted or voted in, on the spar of the moment, as is often the case, without due to the spar of the moment, as is often the case, without due to the progress of debate, and accepted or voted in, on the spar of the moment, as is often the case, without due to the spar of the moment, as is often the case, without due to the spar of the moment, as is often the case, without due to the and a management, a contract, between the Legislature and made the condition of the passage of the hill, and was thus accepted by them deliberately and solumnly as the price, or part of the piece, of the favor, the right, the privilege given to them by the Legislature, I was then an agreement, a contract, between the Legislature and this displaited line of roads. The Legislature and this displaited line of roads. The

Folger, but an argument to induce the people to facil itate further competition with the canala, which ar one great source of revenue to the State and of relief to the people from taxation. And he proceeds to demonstrate further the present

VALUE OF THE PRANCHISE.

VALUE OF THE FEANCHISE.

The Senator from the XXVIII as anys that these franchises are worth nothing, because the Company can be competed with. Theoretically this is so. But practically, from Albany to Buffalo, it is not so. And as the Senator from the XIII as (Instings) has appealed from the Senator from the XXVIII to the statements of a learned counsel of this Company in support of one of his positions artisgonistic to that taken by the Senator from the XXVIII to. I too will appeal from the Senator advocating the passage of this bill to another advocate of this bill outside of this bedy. We have all read, because we have all been seeking information pon this subject, the able articles written in behalf of read, because we have all been seeking information upon this subject, the able articles written in behalf of this Company, and published as communications over the signature of "Justice" in The New York Thirden.

What does "Justice" say? That unother corporation of this kind could not be created between Albany and Buffalo for \$50,00,000; that the real estate, the road beds, tracks, water-houses, depots, fixtures, and appurtenances for a corporation equal in property and capacity could not be obtained and created for less than that sum. But the New-York Central Railread in its inception cost no such sam. At the outside, twenty-four millions of dollars was its capital at the outset, and I have never heard the cost of the whole property of the company rated at above thirty millions of dollars. Whence has come then the other thirty million of dollars that its property is now worth, but from the enjoyment of this "worthless franchise!" An increase of one hundred per cent by the use of a "worthless privilege." An increase of one hundred per cent by the use of a "worthless privilege." And whence is to come any practical serious competition, when the cent of getting ready to start, is twice as much as was that of starting the present company? You have here the difference between \$24,000.

And or \$30,000.000, whatever the cost may have been and \$60,000.000, whatever the cost may have been and \$60,000.000, whatever the cost may have been and \$60,000.000 and a dearcise of this frunchise is what it has been worth to the stockholders in this great corporation. And yet they ask for more, and say that they franchise is worthless, and that they are liable all the while to competition.

EFFECT OF THE CONSOLIDATION. the while to competition.

EFFECT OF THE CONSOLIDATION.

EFFECT OF THE CONSOLIDATION.

You may call it "watered stock" or deny it that name, and haptize it with any other term or epithet you choose —I don't care for the technical terms of Wallst, What I contead's this: That by the action of the Legislature of the people of the State of New-York toward these corporations new consolidated into the New-York Central Railroad Company, and by its action toward that company since consolidation, the property of the stock-holder has been increased three hundred fold. And I will prove it. The statement which I will read is made by a gentleman of high position, a leading lawyer in the western part of the State, an ex-Member of Congress, whose name I can give to any Senator wishing to know it. He gives a statement in relation to one grockholder as foliows:

This gentleman, when the Anburn and Rochester Railroad Company was formed, took of its treek.

Subsequently that company made a stock divi-sion of the Subsequently that company made a stock divi-dend of 50 per cent. The added to his stock, 1,500 to After the minor consolidation of the Anburn and Syrucuse, and the Anburn and Rochester Foods, and after building the new road along the canal, from Syrucuse to Rochester, by fast consolidated company, new stock was listed, and he received of stock an addition of the consolidated company, new stock was

in the consolidation of all the reads which consolidation of all the reads which byracase and Rochester road was taken in

Amounting in all to the sum of \$12,000 0 or fear times the original increases. And this in addition to all divisions made in each in the mean time And in addition to all this, there is the sinking fund new amounting to wany hundreds of thousands of delarg, and the increase in the value of the property of the road. And granting, if we must or should, that there is not entire accuracy through I do not know why that hould be ground in this statement, yet it is evident that here was an enumous profit from the use and emolythem of promothers granted by the State. And now,

hors one-half a cult have each for every mile they ride over his road on their vertors insiness. Mr. Folger then refers to the large reserved funds of the Central, to the fact that a new company has been organized to construct a read from Syracuse to Athens, organized to construct a road from Sycacuse to Athens, under the same reservoiren of two cents a mile, and with the follost healef that it will be profitable notwithstanding. He shows that the Hudson River and the Central, the two roads upon which there is a limitation of fare, pay the best divideds in the State. The Central divided a per cent in 1864, and carned much more. The Hudson River divided a per cent more, bearing to the amount of \$11,100, over 7 per cent more, bearing a per cent interest. Yet the Central comes up to petition for redef, and is thus depicted:

THE CENTRAL AS PETITIONER FOR RELIEF.

I think it would be a consistent scene indeed, to be enacted here in this Senate chamber. The Sergeant arms announces a poor petitioner declions of presenting his petition in person to this august yet clements body, and looking up, we perceive before as alight wiry, nervous gentleman from Wallest, well dreased with gelden chain neroes his breast, with scal ring or good proportions upon his finger, with diamond pine confining the rish felds of a brilliant neck ite, with scale left hand loading a ten-dollar hat, while with his ungloved right he presents a petition handsomely en-

The argument for relief on the ground of a depreclate urrency is thus disposed of:

shike. But, led me, where you are to find the gene-leg islation which, shall relieve this preveal pressure. Tell me where you are to find the legislation who shall be universal? You ask me for a law to relieve to New-York Central Railroad Company from the reast ilon upon its way fore, because in the change of effa brought about by the war they are subject to the preclation of the currency, to inconveniences who they can only alleviate by an increased rate of fure, ask you to show me where and how you can make if general, and apply it to the whole people of the State

Leaving a net profit of ... \$1,622,840 84
wer and above a profit of nine per cent, which was paid
o stockholders as dividend.
This is almost 15 per cent carned and laid away, or
paid to stockholders in that oppressive year "after the
war," ending September 20, 1864, long this side the line
of demarcation of the honorable Senator. What shall
c said of this? If, as they would have us believe, the
war has accepted so disastrougly upon this company be said of this? If, as they would have us believe, the war has operated so disastronally upon this company that it cannot be able to make a dividend in 1865, when the war is almost at an end, how comes it that they could divide more than they ever did at a point of time when the war had been going on with increasing magnitude and vigor for almost three years? And their dividends ever since the war have been of seven per cent or over; fall as much as she mortgage holder gets from his mortgage. They have no right to find fault with that and to ask relief. Now, look at this. Their lovest dividends were in 1869, 1861 and 1862, just before the war, according to the division of time made by the Senator from the XXVIIIth (Mr. Munger).

Here is the table of dividends, as taken from the speech of that Senator:

Here is the table of dividendr, as taken from speech of that Senator:

1854, two dividends of 4 per cent each 8, 1855, two dividends of 4 per cent each 8, 1855, two dividends of 4 per cent each 8, 1857, two dividends of 4 per cent each 8, 1857, two dividends of 4 per cent each 8, 1859, one dividends of 4 per cent each 8, 1859, one dividends of 3 per cent each 6, 1851, two dividends of 3 per cent each 6, 1851, two dividends of 3 per cent each 6, 1853, two dividends of 3 per cent each 6, 1853, two dividends of 3 per cent each 7, 1856, two dividends of 3 per cent each 7, 1856, one of 5 per cent each 7, 1856, one of 5 per cent each 9, 1855, one of 3 per cent each 9, 1855, one of 3 per cent each 9, 1855, one of 3 per cent each 1854, two dividends of 3 per cent each 1855, one of 3 per cent each 1856, the each 1856, the each each 1857, two dividends of 3 per cent each 1856, the each each 1856, the ea

HOW THE CENTRAL PLAYS TAX-GATHERER.

And let this be observed too, that a portion of the tex
which the war has placed upon them they first collect from
the passenger before they pay it to the Government. Every
passenger pays more for his fore on this road, that this
company may pay to the Government its ax upon passengers. The sum of \$84,339.88 (a fortune for you or
me, my constituents), was collected during July, August
and September, 1864, three months only, from the passengers on this road, and handed over to the Government. When you have heard so much about the taxgatheror, with his hand in every man's pocket, you did
not imagine that he was coming in the guise of a rail
road conductor or a tleket agent.

Mr. Folger then refers to the approaching decrease in

oad conductor or a ticket agent.

Mr. Folger then refers to the approaching decrease i expenses caused by the close of the war, the disappear ance of the Government from the market as a competito for iron, coal, labor, &c., and the corresponding increase of traffic derived from increased production at the hands of those no longer filling the armles or otherwise em ployed by the Government. He thus considers the

COMPETITION WITH OTHER ROADS.

It has always appeared to me when thinking of the subject, that if the New-York Central Company would seek first its legitimate business in this State, and only look for and reach for the business of the Western look for and reach for the business of the Western States as accessory and auxiliary to that and avoid this and competition which corn hois it to carry through freights for less than they are worth, and depend upon the men who created it, and the business of those men which has grown up and is still growing, it would have no right and no need to complain of too small earnings, or that a two-star textrictions was oppressive. It is this wild competition which is always turning its structing to interests beyond the State—which is strugging to reach to the far West, or somewhere else, for something that a hundred other hands are trying to reach and are struggling for, sending out propellers through taken, and in continuous for early the continuous transfer in the structure of the continuous transfer in the continuous transf tive up your contests with the Pennsylvania Central, he New-York and Erie and the Beltimore and Obio califords, and other competing railroads, and come, back to the flourishing cities and village—he rich agricultural region—the mills and displicates, and founderies, and factories, and workshops, and all the springs of business which exist right along your road. Accommodate them—make them your coquetting with Western States and Western and you will have no complaints from an ensperated people, nor a denial of any relief you can show to he just. You will have no reason to complain of earning insufficient to pay expenses. Therein less the difficulty. And it is easily avoided. Hence, I hold, that in treating this subject we have nothing to do with the stockholders of other roads, in or out of this State. This road was made for this State and its people and its traffic first, and this State, and its people, and its traffic should first be accommodated.

And this interesting fact appears in relation to the interesting fact appears in relation to the arrangements, all the arrangements, all

THE AMERICAN EXPRESS COMPANY.

And in this connection let me say that such have been be a range meants, or the want of arrangements, of through the wasten part of this State for shipping local freight, that husiness men have been obliged, to save themselves on their contracts, to employ the American Express Company, which runs a car with the passenger trains (some of them), of this New York Central Ranjons their freight cars. Fork in the hog has been carried in this way, as I am informed. Analos in the harmed in this way, as I am informed. Analos in the harmed much make a same and the same carried in this way, as I am informed, in the hog mentioned to me where articles of produce or of mechanise, rejected from their freight cars by this Company that he had been carried in this way, as I am informed, rejected from their freight cars by this Company by the shippers, and have gone on at once by a passenger train, but at a much enhanced price of transportation. Instances of this might be cited.

The difference in railroad freight charges and in express charges is considerable. Thus on park, in the Albary, the express charge was at one time \$2.10 per 100. B. This coccurred in the month of March, 1955. The difference in the charge was a landstone profit of itself. So, a genderman, residing in Syracine, basing the contract in the Albary, the carries of the meanth of March, 1955.

the Republicans element, Democratic throughs the Republicans eleming only two supervisors Spring—the town of Tyre, a Democratic town, elect a full Democratic town, elect a full Democratic ticket for town officers, has parosolutions at town meeting, as part of the regular horses of the meeting, instructing their Senator number in the lower House to vote against the moral of this restriction, and farther to vote for a such should compet the Company to give a prefere way freight over through freight. Here sits the protect of Senator from the XXIXth Distruct (Mr. Company to give a number of the NXIXth Distruct (

one as they would did they sit here in mass in his sest.
The argument concludes with the following statement
is to the policital hearing of the question:
You may talk about politics or not, as you choose. If
his bill becomes a law, Western New-York will be
acked by it. Men will range themselves upon it, as I
atte seen them range themselves before upon like meatures. Party organizations will be kept up but this
reasure, its continuance or its repeal, will enter into as. I do not think so. The people have been able to show this corporation has been unmarged, the buries it has done, the carnings it has received, the excess it has been at, the private fortunes which have a directly or indirectly, properly or improperly and from its operations. They have read its dividends her have seen the quotations of its stocking have seen the quotations of its stocking have satisfied themselves, as I have taked myself, that there exists no hashees hereal, natural secessity, for an increase of fare upor is road. They believe, as I believe, that comony it spacement, natural secessity, for an increase of fare upor is road. They believe, as I believe, that comony it spacement of proper direction to endeavor, a rehis road. They believe, as I believe, that economy in annocement, a proper direction to endeavor, a reinquishment of ruinous competition, will do much more o put the affairs of this corporation in an exuberantly curishing condition than any advectitions outside and rom the public through the Legislature. The one is rom the inside, and is healthy, a natural growth, a effected increase. The other is a factitious stimular, prompting to carelessness, and expenditure, and lependence. Now, these are the views which have affected my mind in coming to a conclusion upon this object. I have satisfied myself from the tables for isabed by this Company, and by the friends of this bill, hat the alleged necessity for legislative relief does not xist, and that this corporation has within itself and at that the alleged necessity for legislative relief does no exist, and that this corporation has within itself and a its own command, ample elements of prosperity. That eatisfied myself that a large mejority of my own con-stituents, and of the people of this State, have come in telligently to the same conclusion. I am doubly satus feel, to find that the distates of my judgment and the behests of my constituents, and the wish of the people, impel me to the same result.

\*With a view of testing the question whether the Compar did not make majort discrimination, between way and throughly I moved to amond the bill by uncertaing the following. The charges of the said roud for the transportation of we freight shall not exceed by thirty per cent the charges of "The courses of the course of

## THE ANNIVERSABIES.

Tuesday, May 9.

AMERICAN TEMPERANCE UNION.—Irving Hall, 74 ip

1. Speakers: the Hon. C. Cox, Lieut. Gov. of Mary
and; the Rev. Dr. Hencock of Buffalo; the Rev. T. L.
nyler of Brooklyn; Dr. Chickering of Boston. Con
aliation Temperance Convention—Lecture room Pres
yterian Church, corner Fourteenth-st. and Second 4 p. m. General and Position Christian Union.—Meeting

AMERICAN AND FORMEN CHRISTIAN UNION.—Meeting the Rev. Dr. Burchard's Church. Speakers: the ev. Jones King, D.D., of Greece; the Rev. H. M. endder, D.D., late of India; the Rev. Mr. Orestes, a fexican; Mr. Releg of South America, and others. crysics begin at 75 oclock.

AMERICAN ANTI-SLAVERY SOCIETY.—Meeting at the

arch of the Peritans, Tuesday morning, 10 o'clock, akers: Wendell Phillips, George Thompson, Mrs, onces Watkins Horper and William Lloyd Garrison.

Frances Watkins Harper and William Lioya Garage Instinues meeting, same place, 34 p. in.
NEW-YORK SUNIAY SCHOOL UNION.—Meeting at 74 p. m., at the Fifth Avenus Presbyterian Church, cor.
Nineteenth-st. Speakers—the Rev. Dr. Barns, of Canada: the Rev. Mr. Buckland, of New-York: the Rev.
G. H. Bolton, and others. Meetings of various schools N. Botton, and others. Alectings of value established a synchronic living 19st, at 3 o'clock p. m.

Howard Mission.—Alecting at the Academy of Mor-

aic, 74 p. m.

AMERICAN FREEDMEN'S AID UNION.—Meeting &
Cooper Institute, 74 p. m. Speckers—Gov. Andrew o
Musenchusetts, John Jhy, Rev. Phillips Brooks, Frede
rick Donglass, and others.

ans been but little demand for it to-day, and cas

This expectation already enter the calculations of speculators in shares, who see in the revival of an export demand for breadstuffs the ource of large and constant profits to railways, At the Second Board, and in the street, the market reacted, Erie selling as low as 781, and the balance of the list declined fully I per cent. The market closed steady at the decline, but there was but little doing. The closing quotations were: New-York Central, 961; Erie, 791; Michigan Centra!, 113.

want at 5 2 6 per cent. Balances are left on lower rates, and in no direction is there a demand fo capital not speedily supplied, when the borrower is in reasonable credit.

Sterling Exchange is steady, and the market is cantily supplied with Commercial bills. Bankers Sterling, 60 days, 1094; Bankers' Sterling, 3 days, 1104; Merchants' 1082 w 109; Francs, 5.124. The business of the Sub-Treasury was: Receipts

\$7,411,773 07-for Customs, \$353,000; Payments, \$7,402,905 67-on account of Loan, \$872,000 Balance, \$37,913,936 12.

Freights are dull, the engagements to Liverpoo ere 30 tuns measurement goods at 10s., and per teamer, 150 bales Cotton, at 3-16d.; 500 boxes Bacon, on private terms, and 200 tuns Mahogany on private terms.

The sales of 7.30s at the Ninth National Bank to-day amount to \$550,850.

The subscriptions to the 7.30s at the Fourth Na tional Bank to-day were \$1,638,000. The subscriptions to the 7 3-10 loan received by he First National Bank amount to \$400,000; paid

Treasury drafts, \$700,000. The exports of specie from New-York sine fanuary, 1864, are the smallest with two exception 1861 and 1853) for fourteen years. The amoun

1864 17,394,159 1857 9,243,150 1864 17,394,159 1856 7,901,843 1863 17,280,078 1856 7,901,843 1862 13,622,657 1855 9,527,990 1861 9,777,066 1854 8,937,069 1862 9,529,763 1853 4,730,324 1863 9,529,763 1853 7,252,661 eached in 1865, \$6,049,064. 

The Philadelphia Mint coined in April, 1865 \$43,240 82, of which, in gold, \$792,411; silver an opper, \$50,829.

Messre. Fish & Hatch remove to-day to the spacious banking-house, in the basement of the ontinental Bank, No. 5 Nassau-st.

The following gentlemen were elected at the an ad meeting of the New-York Stock Exchange; R. L. Cutting, President; M. A. Wheelock, Ist Vice-President; A. H. Dyett, 2d Vice-President; The first official set of the new Bishop of W. A. Smith, Treasurer, G. F. Brochend, Segre and are struggling for, sending on propellers through western New York, the high key, Dr. Coxe, was the tary. John W. Muuro, Assistant-Scendary: E. A. at the side of the track, that has been the difficulty. day last. Lary: John W. Munro, Assistant Secretary: E. A. 1 prices are a single market of the cold Secretary Baltimore, York, on the Hudson, and is the only carrent to used Secretary Baltimore, York, on the Hudson, and is the only carrent was a shipman, Roll-keeper. A. Campton, W. H. Neil-kee, and \$3 90 \$ 12 50, for Trade and Family brands, bank of the river except Albany. tary: John W. Munro, Assistant-Secretary; E. A.

m. J. W. Underhill, R. L. Cutting, C. R. Marvin, Committee on Securities.

The following is the comparative statement of Inc. Deposits. \$7,568,602 | Inc. Circulation. \$226,27 | Inc. Legal Tender 102,57 | Appl. of the Land 102,456 |

TABLE of the Lorine, Specie, Circulation, and Deposits, inte Banks of the City of New-York, for the week ending Se urday, May 6, 1865, to which is affixed the Capit of each liank.

ı	NAMES OF	Am at of	Amount	of Cir-	Amount	Legal	
ı	Banze.	Discinter	Specie.	culation	Deposits	Tenders	
9		Paris Branch	appecaes.	Committon	Deburra		
ı						400	
ı	B. of N. Y	7,907,295		48,054	12,001,470	1,488,124	
ı	Manhattan	6,447,552	950,945	16,039		4,340,234	
ı	Morchanta' .	5,914,866	879,597	31,415		0,197,70	
ı	Mechanica'.	4,5(20,320	410,582	30,003	4,727.965	1.600,700	
þ	Union	4,425,821	344,//65	16,410		1,182,410	
ı	B. of Amer.	7,649,161	1,814,266 289,789	4,610	8,000,081	1,018.39	
ı	Phet ix	4,068,645	283,789	21,232	3,553,878		
ı	City	5,764,362	353,051	****	4,320,306	694,252	
ı	Tradesmen's	2.912,825	72,113 290,941	20.00	2,198,228 3,125,875	1,160,435	
ı	Fulton	2,427,296 4,842,035		39,715 24,630	6,230,354	1,744,835	
ı	Chemical	2,375,893	29.203	11,665	1,760,097	505,534	
١	Merch. Ex.	2,065,745	491,813	15.878	1,413,345	623,520	
ı	flot, & Dr	2,247,370		56.241	1,806,151	360,264	
ŀ	Meh. & Tr's.	1,786,379	91,325	128 010	1,565,456	460,714	
ŀ	Greenwich.	678,915	70,601	12.232	644,506	136,101	
ľ	Leath, Mrs.	3,359,854	211,968	****	2,968,942	550,009	
ı	7th W d N l-	298,772	26,004	10.00	165,419	343,129	
ľ	Bk. St. N.Y.	5,463,006	500,124	24,5/2	5,250,100	9,060,083	
ľ	Am. Exch	9,112,021	1,399,561	19,425	7,206,961	3.089,821	
ľ	Commerce	17,447,990	1,172,946		9,249,561	4,521,000	
ŀ	Broadway	5,434,632	169,077	700.027	5,668,537	2 561,383	
ŀ	Ocean	1,497,397	90.003	15,834		955,184	
ľ	Mercantile	3,364,799	114 8 5	4,443	3.003,149	1,012,666	
ŀ	Pacific	3,384,799 1,670,779	30,534	62,060	1.618.038	225,501	
ı	Ba. Roonb .	4.118.374	152,738		4,539,031	1,774,712	
B	Chatiana	1,760,127	19,204	7,291	1,744,896	501,017	
į	People's	1,101,582	61,203	10,701	1,108,899	283,349	
ľ	N. Smer	3,575,3651	112, 595	51,473	2,737,073	563,000	
ľ	Hanover	2,501,167	214,729	59,023	1,883,051	445,179	
ı	frying	1,505,005	24,183	10,7 1	1,604,900	304,097	
ì	Metropolt'n.	9,562,419	353,400	700,036	6.637,217	2,0 (5,000	
ß	Citizens	1,290,078	54,354	21,566	1.139,765	261,119	
ŀ	Nassau	2,277.718	194,805	5,244	2,452,942	470,797	
P	Murket	2,733,133	#2,273	33,251		737,074	
į	St. Nich	1,855,468	65,214	22,505	1,311,114	624,43%	
ı	Sh. & Lith.	3,005,000	123,413	180,132	2,000,100	1,024,660	
ì	Corn Exch.	2,855,731	265,582	48,670	2,438.379	779.000	
ľ	Continent L.	3,412,408	341,183	13,073	2,613,430	1.913.000	
ķ	Cem'nw th.	2,670,802	163,114	33,437	4,546,170		
i	Oriental	970.160	100,746	121,353	944,110	413,616	
Į	Marine	1,691,197	60.341	31,976	1,729,116	148,297	
ij	Atlantio	1,148,651	64.4341	52,5061	3,463,636	451 703	
ı	mp. & Tr	11.056,644	206.532	102,631	11,236,130	451,703	
į	Mech. B.As.	1,000,610	50,643	14,113	1,810,290	423,007	
ì	Cirocers'	932,675	26,050	2.642	1,819,290 929,740 1,582,964	292,813	
l	N. River	1,350,834	211,669(9)	17,120	1,582,964	300,194	
ı	East River	4:48,1145	12,207	110,644	162,240	249,608	
į	Man, & M	1.855,412	36,182	1,604	2,140,301	014,234	
۱	Fourth Nathi		221,747			1,791,202	
۱	Cent'l Nut'l.	11,154,814	52,295	041,368	1,267, 11,	1,127,819	
۱	2d National.	1,803, 20		212 666	2.079,358	724,564	
۱	Dry Dock	216,5197	41,612	19,220	336 336	36,607	
۱	Sull's Rend !	806,315	23,090	12.1 16.4	911,561	*****	
۱	N. Y. Co	564,2501	7,724	94,004	269,846	*****	
۱	TOTALS. APRILED						
Total Capital							
н	Leans and Disc'ts, \$210 172 277 Specie \$20,080,3 9						

1864......\$1,105,663 | 1865.......\$1,306,000 Increase, \$194,337. The Eric earnings for May continue upon the sam

arge scale as for April.

The carnings of the Milwankee and Prairie d

crease of \$00,000.

The receipts of the Racine and Mississippi at

Northern Illinois for the week ending April 3 The Receipts from January 1 to April 30 were:

1804......\$146 357 35 (1855.......\$147,331 05 Increase, \$373 70. The reported earnings of the Pittaburgh, For 

ug statement in regard to National Banks: ang statement in regard to National Banks:

"On the bast day of the last session of the last Cogress two acts concerning the National bruks we passed, which, when saught to be corried into practic effect, are found to conflict with each other. One win a numerizate to the National Corrency act, providing the limitation of the circulation of the Nation banks to a certain per centum of their capital, and of for the program distribution of the total authorized the hundred millions of capital among the several Stat and Territories, according to the representative popilation, existing banking capital, business, Ac., of eac The other act is an amendment to the Internal Revenu Law, providing for the nationalization of the old Stabanks, and that the preference be given to the applie thous of such banks over those of new banks. Now,

mount of their capital. Some of the banks he oby authority of their State laws, but every in being given, except to substantial parties in leadin Southern eities, and in States like Michigan, wher there are no State banks."

Money continues easy and brokers get all they FOURTH NATIONAL BANK OF THE CITY OF NEW-YORK. Nos. 27 AND 29 PINE-ST.,

DEPOSITORY AND FINANCIAL AGENT OF THE UNITED STATES, Have for sale, ready for delivery,

UNITED STATES 7 3-10 TREASURY NOTES, onvertible, at maturity, into 5-20 GOLD-BEARING Boxbs.

Also, UNITED STATES 10-40 BONDS, UNITED STATES 5-20 BONDS UNITED STATES 1-YEAR CERTIFICATES. also collect Government Vouchers and Drafts nd attend to other business with the Government. P. C. CALHOUS, President.

P. SEAMAN, Cashier. LIVERMORE, CLEWS & Co.,

BANKERS,
No. 32 Wall-st, N. Y.,
GOVERNMENT AGENTS FOR THE SALE OF THE U. S.,
7 2.10 LOAN.
Commission allowed Bankers, Brokers, Insurance
Companies, and all parties parchasing for resale.
All denominations on hand, ready for immediate de-

ALL KINDS OF U. S. SECURITIES BOUGHT AND SOLD.
HENRY CLEWS & Co.

Successors to
Livermore, Clews & Co.

Markets-Carrelle Reported for the N. Y. Trings.
Monday, Mhy 8, 1865. MONDAY, May C. 1805.

ASHES—The market is without essential change; small sales at \$7.75 % ior Peak, and \$8.25 for Peakls.

COTTON—The demand continues active from spiners and speculators, and prices have again advanced, closing very firm and buotant; sales of 3.500 bales on a basis of 5.74 % 584 c. for Middlings, and many holders asking still higher rates.

COFFEE—The market is quiet, prices for all kinds remaining firm. A few small lots Java have sold at 255 % 240, gold, duty paid.

FLOUR AND MEAL—The market for Western and State Flour is more active; the low grades have nd-

FLOUR AND MEAU.—The market for Western and State Flour is more active, the low grades have ndutated Spride, per bill, other grades are fairly active and firm; the sales are 9.650 bill, at \$6.50 or \$6.90 for superfine State, \$7.25 or Extra State; \$7.35 or \$7.50 for Francy State, \$7.30 or \$8.74 for the low grades of Western Extra, \$7.80 a \$8.10 for Shipping Ohio, \$8.15 or \$8.50 for Trade and Family Branchs, and \$9.25 or \$8.50 for Trade and Family Branchs, and \$9.25 bills, old Extra State in store, at \$8.50 or \$7.50 for Trade and Family active and the low grades are firmer, sales of 1,00 bils, at \$7.50 set 7.60 for the low grades are firmer, sales of 1,00 bils, at \$7.50 set 7.60 for the low grades of Extra state of Extra State States.

Rye Flour is dull and unchanged, sales of 100 bbls, at \$5.25 \(\pi \) 80. Corn Meal is dull and heavy.

GRAIN—The Wheat market is a shade better; the light offerings and a more active inquiry give sellers the advantage; the demand is contined to miliers; the sales are 31.400 bash., including 7.500 bash. Red Western, at \$1.57 \(\pi \) 81.70; 20.000 \(\pi \) mber do, at \$1.72 \(\pi \) 81-85, and 4.000 Write Michigan at \$2.23. Barley is firm, but quies; the receipts are light. Barley Malt is dull, and prices are mosetiled. Only are in more active demand, but prices are lower; the offerings are large the sales are 32.000 bush, at \$0.25 \(\pi \) 60 for Western. Rye is dull and heavy the sales are 3.000 bush, western at \$1. Cost is a shade firmer; the arrivals are light, and the demand full; the sales are is, 500 bush, at \$1.25 \(\pi \) 10 for Unsound \$1.42 \(\pi \) 14.45 for Western mixed, the inter rate delivered, \$1.45 for Southern Velley, and \$1.44 \(\pi \) 14 for Jersey do,

GREASE—We hote a sale of \$1,0000 at \$1.25 \(\pi \) 170. for Prime Western.

Southern Yellow, and \$140.81 \$45 for Jersey do.

GREASE—We note a sale of 11,000lb stilsjuijo, for

Prime Western.

HOPS are in fair demand for home consumption;

prices are without change; choice qualifice are scarce
and wanted; other grades are plenty and dult; we
quote at 152.20c. for interior and common; 302.30c. for
hir to prime, and 402.40c. for fancy tid and New Crop.

HAT—The ranket is more active and prices are bet
er; sales of 160 bbls, at 20c.20c. for shipping and

sillow \$1.20 for retail iots, closing dults the advance.

LUMBER—Ecostern Sprace and Fine are in moderate

request at former prices; sales at \$212.321.

LATHS are dult and heavy at \$2.

MOLASSES—A good fair inquiry prevails at steady

rates; sales of 200 inds. Cubm Museovado for good, the

price not made public; 100 bbds, do at 60c, currency;

150 bbls, do, at 55c, and 100 bbds. Perto Rico at 75c.

PROVISIONS—There has been a fair business done

in Pork to-day, but prices have been somewhat irrega
are to-day, but prices have been somewhat irrega
are the market opened casies, but closed steady at

about the quotations of Saturday; for future delivery

we hear of sales of 750 bbls. New aless, scheen all this

mouth, at \$27.252.827 50 for Old Mess, \$27.35,

#8827 624, and small loss at \$27.75, \$23.2874.888 for

Prime, and \$232.821 25 for Prime Mess. Beef is med,

cracity active; prices are without material changer

also 550 bbls, at \$23.255.50 for Pri in Mess, and \$45.00

Prime, and \$232.821 25 for Prime Mess. Beef is med,

cracity active; prices are without material changes

also 550 bbls, at \$23.25 for Pri in Mess, and \$45.00

Prime, and \$232.821 25 for Prime Mess. Beef is med,

cracity active; prices are without material changes

are nominal. Beef Humas are in mederate demand and

steady; sales of 500 bbls. Western at \$2.822.10.

Cut Mess are to finit request and devalvy, sales of 500

prices of the sales of the sales contained and regarded of the sales of 500 bbls. at \$2.00 There is only a moderate business dates

Southern Ohio.

Sich, Ill., Ind. & Wis., good to fine yellow. 18.

Sich, Ill., Ind. & Wis., common to medium. 19.

Chrose is dull at former prices. We quote:
State factory, good to choice. P fis. 20222

State fair to good. 14w28

State duiries choice. 19w31

English duary (Com.) 210x3 

brisk, and we have only to note 100 bbls. Kangoon de 100 a 100c.

SUGARS—There has been a fair business deing foday with the trade, but the marker has felt the decked in gold, and closes quiet and rather heavy, sales of 30d hists, chiefly Groceries, at 12@14c. Reduced are quiet at 10c. for Hards.

SEEDS—Clover Seed is in fair demand for home user prices are firm at 31@26c. 4 in Timoday Seed is in air demand at \$5.00 P busb. Hough, Flax head is moderately active at \$5.00 \$2.20 Thusb. of 100.

TALLOW—The merket is moderately active but arises are scarcely so firm; sales of 70,000 B at 11@112 for Western and City, and 10,000 B Grease at 10 a seed.

wh. WOOL.—There has been only a moderate business WOOT.—There has been only a moderate business done in Domestic theces; holders have not successed in obtaining the extreme prious of this day week, yet we do not alter our quotations naterially, and at the second of the price of 270 to for one-half and three-quarter do.; 702 74c. for full-blood do., and 750 77c. for Saxony fleeces: 64 250 to No. 1 Pulled, 68 270c. for superfina, do., and 70 272 for Extra do.; Foreign fleeces have ruled very dail, and prices are nominal at the close.

WHISKY—The market is quiet, but prices are schale firmer; sales of 280 bills. in retail tote, at \$1.30 for Western.

May 8-23,600 bbls. Flour, 200 bbls. Whisky, 1.60 bbs. Corn Meel, 14,000 bbs. Wheat, 21,000 bbs. Cots pigs. Ashes, 1,300 pigs. Olf Cake, 1,187 pigs. Lorg, 410 pigs. Provisions, 1,720 pigs. Butter.

CITY ITEMS.

at 8 o'clock this evening at Clinton Hull, Astor pluy.
Addresses are expected from Judge Dely, the Rev. Dr.

members have been received during the year ending May 1, a greater number than during any similar period of its existence, and an increase of about 44 per cent over the membership of a year ago.

RITLE'S HEAD, MONDAY, MAY 8 .- There is other break-down in the cattle market this week. which tells heavily on stock men, especially those who bought droves at the West for 10c, and even 11c, per m. live weight. "Sam is sick," and he is not the only sick person seen about the yards to-day. Some of the drovers lost \$200 \$25 per head, and on one lot of 15 sick person seen about the yards to-day. Some of the drovers lest \$20.0 \$25 per head, and on one lot of 15 Kentneky eattle the loss is reported to be \$620. Day of first class cartle say they bought at \$8 per cwt. below the highest rates of a few weeks ago, and all parties admit the tendency is still downward. We do not below the highest rates of a few weeks ago, and all parties admit the tendency is still downward. We do not below there is may good reason why prime calle should sell above 15c. per in in this market, and condently expect to see them decline to that figure, if not go below it, now that the large demand for the army is virtually at an end. If the thing could be brought about by gradual concessions it would be better for all concerned, than to have sudden tumbles of more than a dollar per cut, as is the case this week. The market opened with 3,400 cattle in the yards, the majority of them good strong Himels Steers, in fine killing condition, falsifying the idea which some would convey, that there were no good cattle left at the West. The opening sales were the best, the highest price obtained being 22c, per lh. It has per cwt. for a choice pair of cattle, sold before suftries to a man who could afterward have bought nearly as good for 20c. Excepting this pair, and a very sund number at 17 at lee. There were no sales above 20c., and nice fat 7 cwt. Idinois Steers were beinty in the afternoon at 19c., and very good cattle at 17 at lee. The average sales were beinty in the afternoon at 19c., and very good cattle at 17 at lee. The average sales were beinty in the afternoon at the case of cattle. Trade was very slow, butchers showing little inclination to lay in stock even at the decline, as mutton and pork are both lower, and shad abundant. In addition to the receipts at Forty-fourthst, about 450 briflees have been sent direct to the slaughter-house during the week, and nearly the same number were soid at Bergen, so that, with a few more expected for to more receipts at for the week will crowd hard upo

AN ENTIRELY NEW INVENTION IN DENTISTEY. The public and profession are invited to examine
Dr. Laverr's "Patent"

COMBINATION with a gold web and rouber base for artis

it forms the LIGHTEST, most DUBLIER and ELASTIC Den into yet produced, ormpying but that the space in the mouth heretoter decreased indispensable, while its goldesion is purious. Henceved to No. 777 Broadway, opposite Stewart.

ENGLISH ROYAL VELVET AND BRUSSELS CAR-PETANOS SE EROUGE PRIORS AT HERM ANDRESON, A diseway, Imperial Three-Py and ingrain Carpets, Mairing Oil Clothe Window Shades, at Itw prices, Franch Peshyddered Pisas and Table Covers, and elegated the Covers and elegated the Covers

A New Cirv. -By the act of the Legislature Newburgh becomes the fifteenth city in the State of New York, though in point of size it will rank as the arraice of Extra, and \$7 502 55 75 for Trade and Family New York, though in point of size it will rank as the Extras. Southern Flour he in more scrive domain, and prices area sinds firmer; sales of 1,020 bbls. at \$7 750 detection. Newburgh is situated to miles from New 25 75 or mixed to cool. Second Country Baltimore, York, on the Hudson, and is the only car on the west